



## **DRAFT SUMMARIZED MINUTES**

### **CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE**

**TUESDAY, OCTOBER 6, 2020**

**Meeting Held Electronically**

#### **CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

#### **1. ROLL CALL**

**PRESENT:** Michael Kuzel, Chair, Commissioner – Transportation Commission  
Kyle Davis, Subcommittee Member  
George Ertel, Commissioner – Transportation Commission  
William Levie, Subcommittee Member

**ABSENT:** John Doering, Commissioner – Parks and Recreation Commission

**STAFF:** Susan Conklu, Senior Transportation Planner  
Greg Davies, Senior Transportation Planner  
Dave Meinhart, Transportation Planning Manager

#### **2. PUBLIC COMMENT**

There were no public comments.

#### **3. APPROVAL OF MEETING MINUTES**

Chair Kuzel was present, but traveling during the meeting and Commissioner Ertel assumed the role of Chair. Commissioner Ertel called for modifications and approval of the minutes. There were no changes.

COMMISSIONER LEVIE MOVED TO APPROVE THE MINUTES OF THE AUGUST 4, 2020 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION,

WHICH CARRIED 4-0 WITH CHAIR KUZEL, COMMISSIONER ERTEL AND SUBCOMMITTEE MEMBERS LEVIE AND DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

#### **4. INTRODUCTION OF NEW APPOINTED SUBCOMMITTEE MEMBER JOHN DOERING**

Susan Conklu, Senior Transportation Planner, introduced new Subcommittee member Mr. John Doering from the Parks and Recreation Commission, who was not in attendance.

#### **5. NON-PRESERVE TRAIL PROGRAM AND TRAIL INVENTORY PROJECTS**

Greg Davies, Senior Transportation Planner, provided a history of the Non-Preserve Trail Program, beginning with the 1965 Scottsdale Town enrichment and the 1984 Design for Bikeways and Horse Trails. Some ten years later, in 1995, the City developed the Bicycle/Pedestrian plan. In 2001, the General Plan was approved and remains in use (although currently in the update process). In 2004, the City developed the Trails Master Plan, which laid out the unpaved trail network. In 2007, the trails outside the Preserve, consisting of over 220 miles, were essentially relinquished to the Transportation Department as their responsibility. The 2009 Ad Hoc Trails Task Force established policies to allow the Transportation Department to begin to implement the actual trails program. The non-motorized network was included in the 2016 Transportation Master Plan.

The Ad Hoc Trails Task Force established three main policies:

Policy 1: Trail access

- Purchase public access if necessary
- Align trails where access is available
- Use condemnation as last resort

Policy 2: Trail obstruction where access exists

- Property owner responsible for obstruction removal
- Property owner responsible for trail realignment if refusal to remove obstruction

Policy 3: New trails crossing undeveloped land

- Look first for existing rights of way along parcel boundaries to build temporary trail
- Temporary trail does not release developer from dedicating easement
- If temporary trail is not an option City should acquire access rights
- Recommended denial of request for abandonment if rights of way can be used for trails

The existing trail network consists of approximately 150 miles, the planned network consists of 189 miles. In addition, there are 10 miles of private trails in the DC Ranch area and the neighborhood of Scottsdale Road and Thunderbird. The existing and planned system totals 339 miles. 2007 was the key year that the Transportation Department took over the Non-Preserve Trail Program. Since then, the City has continued to build trails as funding becomes available. These include: Via Dona, Doubletree, Mountain View, Cattletrack, Firehouse, and the Black Cross Trail. Trails in development include Pinnacle Vista, which will connect into an existing trail at 64th Street and the Ranch Gate Trail, which will go from 118th Street to 128th Street and provide access to a trail that will lead to the Tom Thumb trailhead in the Preserve. The Preserve contains approximately 230 miles of existing trails. The total combined system totals 380 miles. The City

has established trail networks within neighborhoods. The Cactus Corridor is very active, including accommodations such as equestrian-equipped bridges.

The City initiated the trail inventory in 2011 and 2012, utilizing spatial data, photographs, field maps, field camera and in-person observations, in a process that lasted approximately six months. During that time three interns helped to complete the inventory. The City is embarking on an updated inventory process, collecting spatial data through a cloud and iPad 4. A demonstration of the collection process was provided.

Commissioner Ertel asked how many horses use the Cactus Corridor and where they are from. Mr. Davies stated that the neighborhoods were originally subdivided according to the ability to have horses. There are many large lots in the area, which are conducive to housing horses.

Commissioner Ertel referred to two broken trails in Dynamite area and asked if there is an intent to connect them. Mr. Davies confirmed that there is planned trail on Dynamite to Rio Verde.

Commissioner Ertel asked if all easements are documented. Mr. Davies confirmed that all are documented within the land information system. Easements are recorded with Maricopa County.

Commissioner Ertel asked about the difference between a private trail versus the existing trail network. Mr. Davies provided the example of a trail system near Mayo off of Shea, which is strictly used for people visiting Mayo. There are also private trails in DC Ranch for private residents. Many other trails are on private lands where easements exist. Susan Conklu, Senior Transportation Planner, added that the categorization depends on how the dedication was worded, and whether there is specific reference to it being a public trail easement.

Chair Kuzel asked whether e-bikes are allowed on trails. Ms. Conklu said they are not allowed on Preserve trails or trails outside of the Preserve. E-bikes are permitted on paved paths and sidewalks.

## **6. INDIAN BEND WASH PATH PHASE 1 RENOVATION, PROPOSED CIP PROJECT**

Dave Meinhart, Transportation Planning Manager, stated that the Department looked at the corridor from Thomas Road to Shea Boulevard, where the City has the majority of its path segments that are 40-plus years old and typically only eight feet wide. In 2019, they looked at replacing 5.6 miles of path. Approximately 5 miles of irrigation lines would have to be replaced as well, due to their proximity to the path. Some locations include challenging cross-slopes. Some in the McCormick Ranch area may require retaining walls. Other areas require drainage adjustments to mitigate path ponding. Cost of this package of improvements was estimated in excess of \$10 million. A phased approach was determined to be a feasible option. Phase 1 identifies four sections where paths are 8 feet wide and 40 years or older. This phase focuses on poor surface conditions, cracking, slip issues and high activity areas.

Section locations are as follows:

- North of Earl Drive to south of Osborn Road bridge - \$376,00
- North of Hayden Road underpass to south of Camelback Road - \$487,000
- South of Via de Ventura for 850 feet - \$344,000
- North of Via de Ventura to west of Hayden Road \$912,000

Total estimated cost for the four sections is \$2.1 million, including design, construction and staff costs. Mr. Meinhart noted that use of the path network has increased significantly since the pandemic. This will be one of the first occasions where the City is proposing to spend significant funds for ~~approving~~ improving an existing path as opposed to creating new paths.

Subcommittee Member Davis asked for clarification that there will be full removal and repour for the paths, as opposed to just adding material to widen at the sides. Mr. Meinhart confirmed that there will be full removal and replacement, largely due to the age and condition of the existing concrete. Ms. Conklu added that the new process for creating expansion joints includes saw cuts, which are smoother than the old construction joints.

## **7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Ms. Conklu provided updates. As part of the regular annual pavement maintenance program, the Transportation staff worked with Street Operations in terms of surface maintenance of pavement on striping changes. Indian School recently went through milling and removal of old pavement and resurfacing and new striping. The project went from 60th Street City boundary to Scottsdale Road. Buffers were added to the existing bike lanes, by changing the cross-section from three lanes in each direction down to two lanes, which matches the existing configuration from Scottsdale Road to Pima Road. The buffers go from 64th Street to Scottsdale Road. The crosswalks at Marshall Road were also repaved with a better surface. The remaining work includes bike lane markings and thermoplastic coating on the striping. There are now two through lanes at Goldwater and no need to merge to the right for through traffic.

The 70th Street Neighborhood Bikeway is a MAG funded design assistance project to develop ideas and concepts. It will address a 2.5 mile corridor on 70th Street from Continental Drive at the City boundary with Tempe to Main Street and 69th Street in Old Town. This is a low stress route with lower traffic volumes and speeds than on the 68th Street corridor or Scottsdale Road. The route connects to many existing east/west bike lanes, routes, and paths and upcoming projects.

In summer of 2019, the City applied for a similar but different type of funding with MAG, for planning assistance for the Old Town Bicycle Master Plan. The goal is to identify gaps in the bike infrastructure within Old Town, look at ways to improve bike connectivity and comfort, and increase active transportation. Data collection and background work has been in process. Next steps include a virtual open house with meetings this fall. The project is expected to be completed in March of 2021. A virtual staff stakeholder workshop was held in May.

Transportation staff are taking over leadership of scooter and related device regulations as well as communications. They will continue to coordinate with the City Manager's Office, police, legal staff, code enforcement and downtown business contacts. Staff will continue to meet with new and existing companies. Bird is the only previous company that has returned. Other companies voluntarily left in March when the pandemic shutdowns were taking place. Razor is also interested in returning.

Commissioner Ertel asked about usage levels over the last six months. Ms. Conklu said she does not have those figures at this time. Staff will be asking the companies about their ridership levels over the last six months.

Subcommittee Member Davis asked about the size of the Arizona Canal Path. Mr. Meinhart stated that over the next few weeks, they will be installing a six-foot coated asphalt pavement section in the gap. There were a number of challenges in terms of narrowness of the canal bank, large storm drain the Flood Control District operates at the back side of the canal bank, utility facilities and other issues. It was decided that the narrower lane paved section is better than nothing at all.

Mr. Meinhart Davies addressed the public involvement process. Approximately ten projects are in the queue for next year which require public involvement. The pandemic has forced the Department to pivot in determining outreach. Staff has worked with the public information officer to devise a tiered approach. For the foreseeable future, virtual public outreach is required. These have served as effective open houses with the ability for the public to provide input. There have been challenges for remaining on schedule in terms of the ten projects pending for next year. Ms. Conklu added that members of the public have the ability to watch a recording of a presentation and provide their comments online. Commissioner Ertel urged using the Nextdoor application for communications.

#### **8. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS**

Subcommittee Member Levie requested an update on the status of the path going through WestWorld.

#### **9. PUBLIC COMMENT**

Ms. Conklu said she received an inquiry about who is required to maintain the trails as part of an ongoing discussion with the resident. Maintenance of trails depends on ownership of the land. Many times the property owner or HOA is required to perform the maintenance. If it is not the responsibility of the HOA, it is likely the responsibility of the adjacent property owner. Mr. Davies confirmed that Municipal Code 47-47(f)(5) requires the owner of the property adjacent to a trail or path to maintain the path.

#### **10. ADJOURNMENT**

With no further business to discuss, being duly moved by Chair Kuzel and seconded by Subcommittee Member Levie, the meeting adjourned at 9:48 a.m.

AYES: Chair Kuzel, Commissioner Ertel, Subcommittee Members Davis and Levie.

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*NOTE:** These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>